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DEPARTMENT OF CITY PLANNING 450 McAllister St. - 5th Floor

(415)558-5260

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

OCT 25 1983

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Date of this Notice: October 21, 1983

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister St. - 5th Floor, San Francisco CA 94102

Agency Contact Person: Ginny Puddefoot

Tel: (415) 558-5260

Project Sponsor: Air Exec, Inc.

Project Contact Person: Jay Watson

5/S



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REFERENCE
BOOK

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d Street, near Pier 70
s): Portion of Seawall Lot 349, Assessor's Block 4052
SCO

e foot concrete helicopter landing and departure pad,
t passenger service building, a 7,200 square foot
g areas for helicopters and autos.

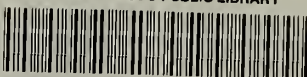
IFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL
This determination is based upon the criteria of the
etary for Resources, Sections 15081 (Determining Signi-
tory Findings of Significance) and 15084 (Decision to
lowing reasons, as documented in the Initial Evalua-
project, which is on file at the Department of City

See attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commis-
sion: October 31, 1983.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a
\$35.00 filing fee.

Alec S. Bash, Environmental Review Office:



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450 McAllister St. - 5th Floor, San Francisco CA 94102

Agency Contact Person: Ginny Puddefoot

Tel: (415) 558-5260

Project Title: 83.490EC:

Project Sponsor: Air Exec, Inc.

Pier 70 Heliport

Project Contact Person: Jay Watson

Project Address: East of 22nd Street, near Pier 70

Assessor's Block(s) and Lot(s): Portion of Seawall Lot 349, Assessor's Block 4052

City and County: San Francisco

Project Description:

Construction of a 2,500 square foot concrete helicopter landing and departure pad, a two-story, 3,600 square foot passenger service building, a 7,200 square foot equipment building and parking areas for helicopters and autos.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

See attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: October 31, 1983.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$35.00 filing fee.

Alec S. Bash, Environmental Review Officer

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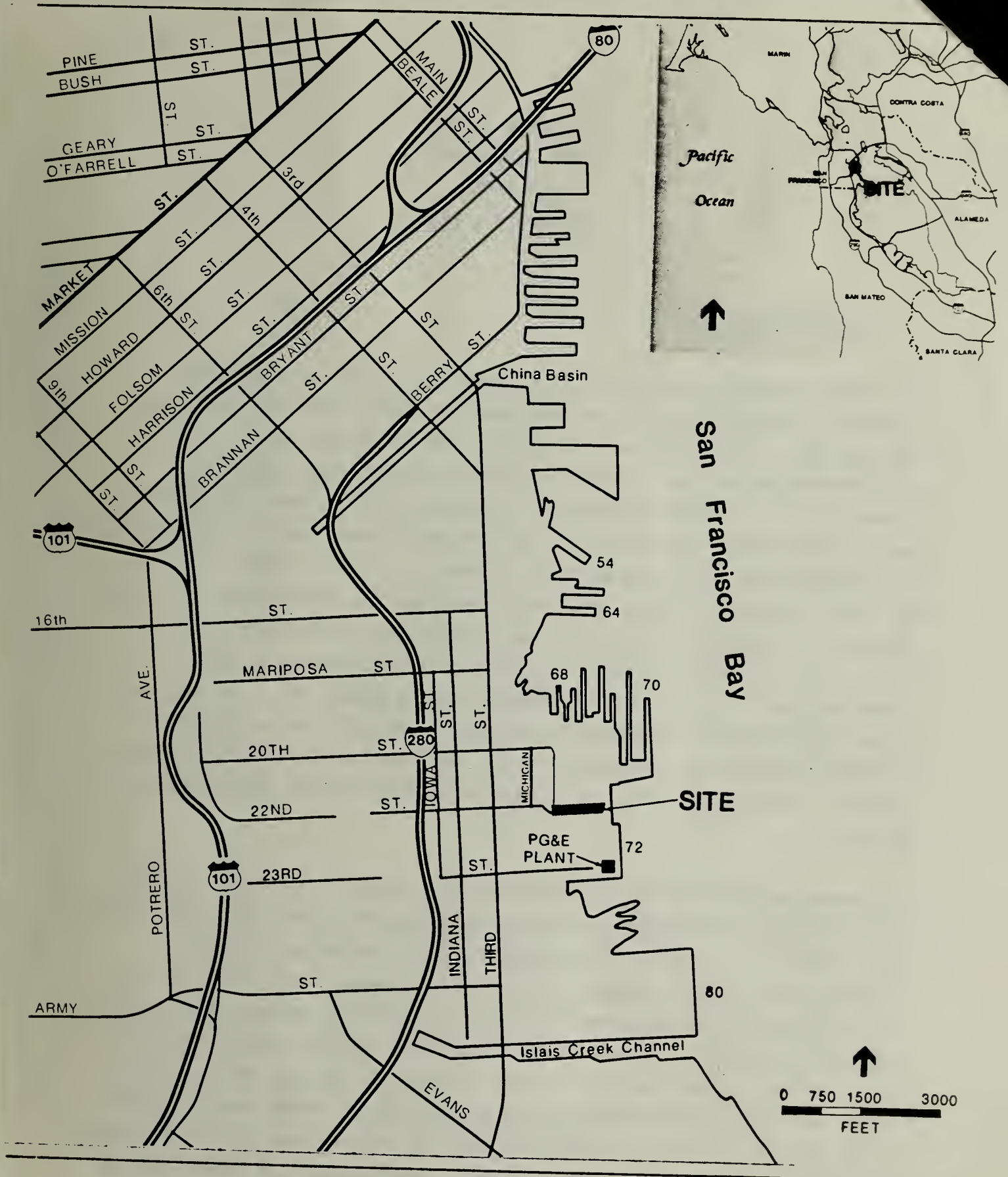
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INITIAL STUDY
PIER 70 HELIPORT
83.490EC
October 21, 1983

I. PROJECT DESCRIPTION

The project sponsor, Air Exec Inc., of Concord, California, proposes to construct a heliport facility on land under the jurisdiction of the Port of San Francisco. The 87,120 sq. ft. project site is located on an undifferentiated portion of Seawall Lot 349 on Block 4052, bounded by a storage lot for imported automobiles on the north, 22nd Street and the Haines Heat Treating Service on the west, PG&E's Potrero Power Plant on the south and the San Francisco Bay on the east (see Figure 1, p. 2, and Figure 2, p. 3). The site is in an M-2 (Heavy Industrial) Use District, in which heliports are allowed as a conditional use, and a 40-X Height and Bulk District, which limits building heights to 40 ft. but does not limit maximum building dimensions (bulk). The site is currently a paved vacant lot. The remainder of the project block is occupied by maritime, industrial and warehouse buildings, parking lots and vacant land. San Francisco's financial district (Bush St. and Montgomery St.) is approximately 2.5 miles to the northwest of the site.

The sponsor would lease the site from the Port and would construct a 2,500 sq. ft. concrete helicopter landing and departure pad, three helicopter idling pads, a two-story 3,600 sq. ft. passenger service building including a reception area, pilot's lounge, offices, and restrooms, and a 7,200 sq. ft. (including mezzanine) equipment building to be used for storage of helicopter maintenance equipment. Paved (either concrete or asphalt macadam) parking space for about 25 helicopters would be provided on the site and two 10,000 gallon fuel tanks would be constructed underground, probably near the center of the property. PG&E's oil pipelines near the eastern edge of the site would be shielded by a four-ft. concrete barrier. Approximately 23 public vehicle parking spaces would be developed on the western (22nd Street) end of the project site. The perimeter of the site would be lighted and enclosed by a



SOURCE
ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

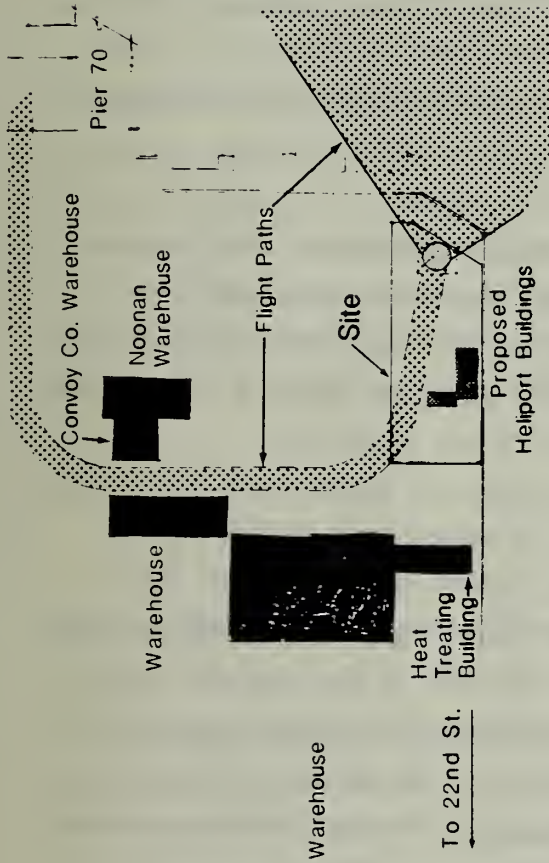
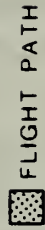
FIGURE 1
SITE LOCATION

D REF 629.1361 P61

Pier 70 heliport :
initial study /
1983.

APPROACH/DEPARTURE PATHS

NOT TO SCALE



SITE PLAN

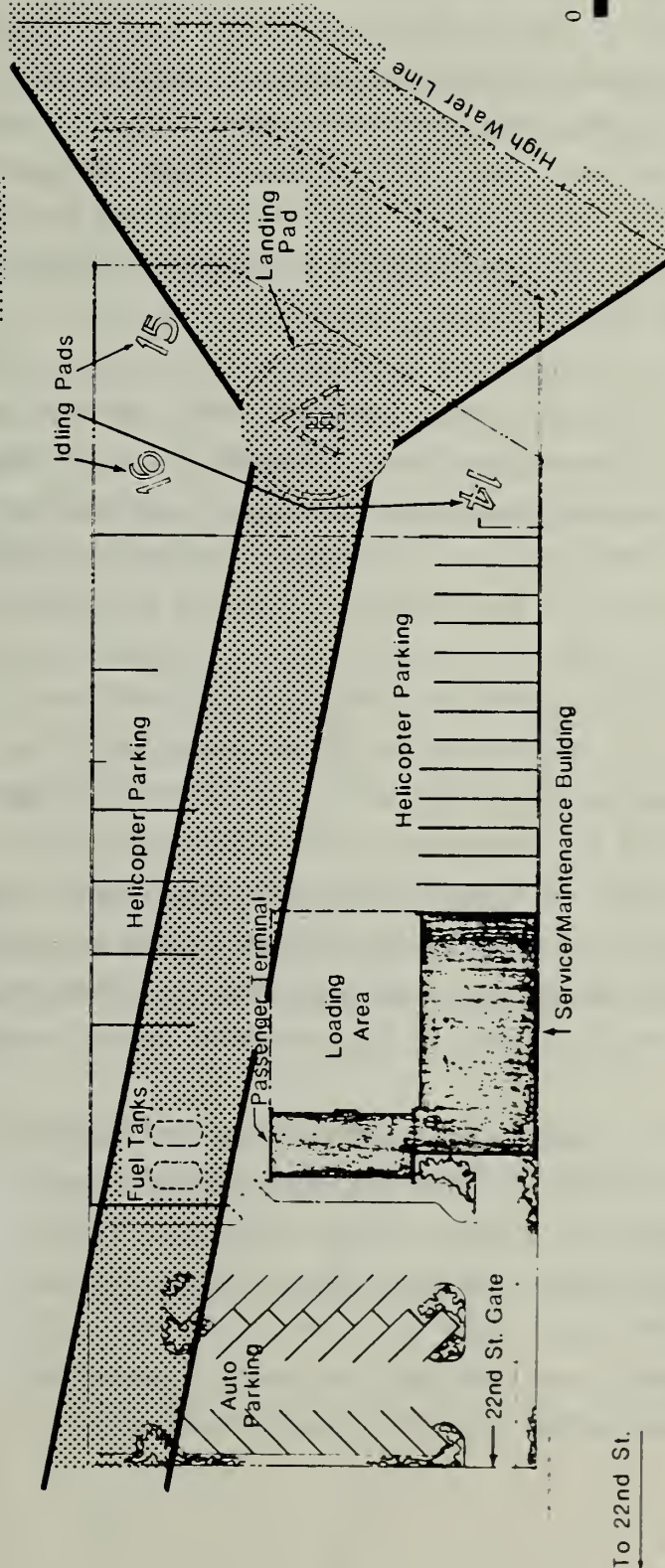
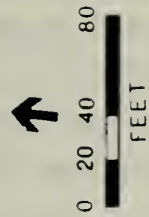


FIGURE 2
FLIGHT PATHS AND SITE PLAN

fence approximately 12 feet in height. A double gate would be placed on the 22nd Street access to the site to provide security for the Fred Noonan car storage facility as well as the heliport. Entry to the passenger terminal would be from 22nd Street, on the western edge of the project site. The preferred site plan is shown in Figure 2, p. 3.

The heliport would be private and would be used on a non-discriminatory fee basis by Bay Area helicopter operators, news gathering services, financial institutions, executive transportation and public safety operations. The heliport also would be used for cargo and passenger shuttle service to local airports. All operational functions and flight coordination would be managed by Air Exec, Inc.

The term of the lease agreement with the Port of San Francisco would be five years with one four-year renewable option. The site would be subject to recapture by the Port on one year's notice for any major maritime project or use. The lease would prohibit the use of the heliport for tour or sightseeing operations of any kind over the City and County of San Francisco.

Air traffic would be limited to the area over the water east of the San Francisco waterfront and Angel Island with two arrival and departure paths descending to ground level at the landing site only. The flight path for most arrivals and departures would be directly over the Bay at the eastern edge of the site. No flight paths would occur over residential or commercial land uses. Under unusual weather conditions when winds of 20 miles per hour or greater are from the west or winds are from the east, the arrival/departure path would be from/to the northwest over the adjacent car lot.

Based on the experience of similar heliports in other major metropolitan areas and on forecasts of helicopter ownership and use, the project sponsor estimates an average of one helicopter flight to or from the site every ten minutes over a ten hour day, or about 60 flights per day, after the third year of operation. This would result in about 25,000 helicopter movements (takeoffs and landings) per year. Approximately half of this number would be expected after the first year of operation.

The type of helicopter use at the heliport would not be limited. However, Category 2 and 3 helicopters (single engine light and single heavy turbine with average capacities of five to 12 passengers, respectively) would be the most common helicopters using the site. Category 4 (twin engine light turbine craft with average capacity of 20 passengers) and heavier craft would use the heliport infrequently. A maximum of 10 to 15 helicopters would be located at the site on a permanent basis. The remaining helicopter parking spaces would be used for temporary parking of helicopters based at San Francisco Airport, Oakland Airport, or other locations.

The sponsor's objective is to establish a heliport serving the needs of the business community and the City as a whole. In addition, the heliport could provide a base of operation for transport in the event of an emergency or a disaster, such as an earthquake or fire. The sponsor believes that a waterfront location near San Francisco's business district would provide maximum access to users while minimizing noise effects because approaches and departures would be over San Francisco Bay.

The project architect is Jacobs Architects, Inc., of Concord, California.

II. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project is examined in this Initial Study in order to determine potential effects on the environment. The following potential effects have been identified and will be analyzed in an Environmental Impact Report (EIR) to be prepared on the project:

- Relationship of the proposed project to the City Planning Code, Comprehensive Plan, and Port of San Francisco Master Plan.
- Relationship of the proposed project to, and effect on, land uses in the project vicinity.

- Effect of the proposed project on transportation and parking in the project vicinity, and discussion of helicopters as a mode of travel.
- Energy consumption of the proposed project.
- Effect of increased noise levels on surrounding land uses, including commercial, residential, and industrial uses.
- Potential hazards and safety risks as a result of project operation.

The following environmental impacts were determined either to be insignificant or to have been mitigated through measures included in the project. These items require no further environmental analysis and will not be addressed in the EIR:

Visual Quality: The project would consist of two small buildings in an industrial area and would not obstruct any scenic views or vistas.

Population: The project would provide about six full-time jobs and an unknown number of jobs during the two-month construction period. No substantial increase in San Francisco's population would result from the project since users of the heliport would be either visitors or existing residents.

Air Quality/Climate: The project would slightly increase emissions in the project area. No violations of air quality standards are anticipated. In addition, winds generated by the helicopters would affect some pedestrians and nearby workers. There are expected to be few pedestrians or workers in the area. Effects of dust on vehicles stored nearby and on workers in the area will be discussed in the Land Use section of the EIR.

Utilities/Public Services: The project would increase demand for utilities and public services but would not require additional service facilities.

Biology: The proposed project would not affect any plants or animals as the site is completely paved.

Geology/Topography: A geologic test-boring has been performed near the site. The project would be constructed over a thick concrete pile-supported ship's way which has been partially covered with fill, and would create a stable foundation to the heliport pad. The project sponsor will use standard engineering methods and precautions (dewatering, placement of base rock, and construction of a retaining wall) when installing the underground fuel tank.

Water: The project would use a small amount of water. Accidental spillage of fuel or rupture of oil pipelines could result in degradation of Bay water quality. The pipeline would be protected by a four-ft. concrete wall from a helicopter crash and possible rupture. Standard equipment to prevent spills would be used, and a containing wall to localize spills would be constructed along the southern and eastern portion of the site.

Cultural Resources: A mitigation measure to protect any archaeological resources, should any be discovered on the site, is included in the project.

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS.

Could the project:

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map?	<u>X</u>	<u> </u>	<u> X </u>
2. Conflict with the Comprehensive Plan of the City and County of San Francisco?	<u> </u>	<u> X </u>	<u> </u>
3. Conflict with any other adopted environmental plans and goals of the City or Region?	<u> </u>	<u> X </u>	<u> </u>

The project would require a Conditional Use authorization from the San Francisco City Planning Commission.

Zoning and the relationship of the project to the City Planning Code, Comprehensive Plan, and the Port of San Francisco Master Plan will be discussed in the EIR.

B. ENVIRONMENTAL EFFECTS. Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1. <u>Land Use</u>			
a. Disrupt or divide the physical arrangement of an established community?	_____	<u>X</u>	_____
b. Have any substantial impact upon the existing character of the vicinity?	<u>X</u>	_____	<u>X</u>

Surrounding land uses consist mainly of industrial and maritime uses and a residential neighborhood with a small amount of retail facilities. The relationship of the proposed project to the existing site and surrounding land uses will be discussed in the EIR. Potential interference of the project with electromagnetic communications will be addressed in the EIR.

2. <u>Visual Quality</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Have a substantial, demonstrable negative aesthetic effect?	_____	<u>X</u>	_____
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_____	<u>X</u>	<u>X</u>
c. Generate obstrusive light or glare substantially impacting other properties?	_____	<u>X</u>	<u>X</u>

The proposed heliport would consist of one one-story building, one two-story building, a paved landing pad and idling areas, a helicopter parking area, and an automobile parking area. This would not interfere with any scenic views or vistas open to the public. Project buildings would be pre-fabricated and modular, and their design would be compatible with the utilitarian industrial nature of the area. Landscaping with trees and shrubs would be provided along the 22nd Street edge of the project and in the automobile parking area. The perimeter of the site would be fenced. The project is not expected to result in any light or glare impacts. Further discussion of visual quality will not be included in the EIR.

3. <u>Population</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Induce substantial growth or concentration of population?	_____	<u>X</u>	<u>X</u>

- | | | | |
|---|-------|--------------|----------------------|
| b. Displace a large number of people (involving either housing or employment)? | _____ | <u> X </u> | _____ |
| c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? | _____ | <u> X </u> | <u> X </u> |

Construction of the project would provide short-term employment for an unknown number of workers. Operation and maintenance of the heliport would require a staff of about six people. The project sponsor estimates that use of the heliport for business and financial transportation, news gathering services, and shuttle service to/from local airports would result in about 125,000 passengers per year after the third year of operation (assuming a projected 25,000 helicopter movements per year and an average of five passengers per movement). No substantial increase in San Francisco's population would result from the project since users of the heliport would be either visitors or existing residents. Further discussion of population will not be included in the EIR.

<u>4. Transportation/Circulation</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_____	<u> X </u>	_____
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_____	<u> X </u>	_____
c. Cause a substantial increase in transit demand which cannot be accomodated by existing or proposed transit capacity?	_____	<u> X </u>	_____
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_____	<u> X </u>	<u> X </u>

The project would result in the expansion of helicopter transport in San Francisco. The project would provide 23 parking spaces, but could possibly impact parking nearby to a small degree. Few helicopter passengers are expected to use public transit. All project-related and cumulative transportation, parking, and circulation impacts will be analyzed and

described in the EIR. In addition, a discussion of helicopters as a mode of travel will be included in the EIR.

<u>5.Noise</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Increase substantially the ambient noise levels for adjoining areas?	<u>X</u>	<u> </u>	<u> X </u>
b. Violate Title 25 Noise Insulation Standards, if applicable?	<u> </u>	<u> X </u>	<u> </u>
c. Be substantially impacted by existing noise levels?	<u> </u>	<u> X </u>	<u> </u>

Noise from the project could affect nearby residential, commercial, and industrial users. Noise impacts of the proposed project will be addressed in detail in the EIR.

<u>6. Air Quality/Climate</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u> </u>	<u> X </u>	<u> X </u>
b. Expose sensitive receptors to substantial pollutant concentrations?	<u> </u>	<u> X </u>	<u> </u>
c. Permeate its vicinity with objectionable odors?	<u> </u>	<u> X </u>	<u> X </u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u> </u>	<u> X </u>	<u> </u>

Helicopter operation would increase emissions of carbon monoxide, hydrocarbons, nitrous oxide, ozone, and suspended particulates. These increases would be dependent on the types of helicopters using the heliport and the frequency of helicopter takeoff and landing movements. Emissions data for the range of helicopters expected to use the facility are not generally available and no state or federal agencies have established emissions standards for aircraft (including helicopters). However, because mainly twin engine light turbine craft (Category 4) and smaller helicopters would use the facility, and because of the relatively small projected number of average

daily helicopter movements (60 flights per day), no measureable impact on city-wide or regional concentrations of emissions is expected from operation of the heliport.

Air quality in San Francisco is projected to improve annually through 1987 due to effects of State and Federal air emission controls on automobiles.

Emissions due to project traffic would not be noticeable. The project would not conflict with strategies to reduce emissions of carbon monoxide and suspended particulates proposed in the Bay Area Air Quality Management Plan.

Odors from kerosene-based jet fuel and gasoline-based standard aviation fuel stored in the underground tank on-site would be noticeable near the perimeter of the site, especially during refueling operations and during idling.

However, a fuel vapor recovery system for each tank which would reduce odors caused by fuel vapor would be required by the Fire Marshal of the Port of San Francisco (see also Hazards, p. 15).

The site would be covered with concrete and asphalt, and the project would not be expected to generate dust. The site would be kept clear of dust and pebbles, as these are detrimental to helicopter operation. Any dust and sand particles remaining on-site could affect cars and workers on the adjacent lot. In addition, dust on the adjacent lot could be blown by helicopters. The project sponsor proposes measures to mitigate these problems. This issue, and mitigation measures, will be addressed in the Land Use section of the EIR, as it could present a land use conflict.

Helicopter rotors would create strong downdrafts directly below the craft, but the strength of the wind would decrease with distance due to an increasing area of dispersion for wind currents. Helicopters would be close enough to the ground to cause strong winds in the immediate vicinity of the landing pad. Workers in the outdoor Fred Noonan car lot immediately north of the site and pedestrians in the parking area west of the landing area would experience some downdraft as helicopters passed overhead while taking-off. This is not expected to create any significantly adverse conditions because of the few workers or pedestrians in the area. Pedestrians would not be expected to use

the eastern perimeter of the site. Air quality and climate impacts are not significant and will not be addressed in the EIR.

7. <u>Utilities/Public Services</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	_____
b. Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	_____
c. Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	_____
d. Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

Electricity and telephone lines would be brought into the site to serve the passenger service building, equipment building and to provide lighting around the site. Some excavation would be required for sewer and water laterals to connect to existing sewer and water mains, and to install underground phone cables. Expansion and additions of utility lines and sewer and water laterals would be done in conjunction with the San Francisco Department of Public Works and the Port of San Francisco. Utilities and public services will not be discussed further in the EIR.

8. <u>Biology</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	<u>X</u>
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	_____
c. Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	_____

The site is presently paved. The project would not affect any plant or animal life or habitat. Effects of the project on biology of the site will not be discussed in the EIR.

9. Geology/Topography

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_____	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	_____	<u>X</u>	_____

The site is located on Bay fill and is susceptible to very strong ground shaking, subsidence, and potential liquefaction hazards during an earthquake (URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, Geologic Evaluation/June 1974).

The project would not affect the stability of the fill and no geotechnical analysis would be necessary. The project site is about 6 feet above mean sea level and may be susceptible to tsunami inundation with a 500-year recurrence interval (7.5 feet runup). (Garcia, A. W., and J. R. Houston, Type 16 Flood Insurance Study: Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Federal Insurance Administration Technical Report H-75-17.) The project would not result in significant geologic hazards since few people would be permanently based on-site and few structures would be affected.

Excavation for underground fuel tanks, utility lines and water and sewer laterals would result in less than 30 cubic yards of spoils which would be disposed of off-site. Test borings to determine the depth of the water table under the site and percolation tests to establish soil permeability characteristics would be completed prior to project construction. Appropriate engineering techniques (dewatering, placement of base rock, retaining wall construction, etc.) would be employed during emplacement of underground facilities, especially fuel tanks which would be placed approximately five feet beneath the surface. Most of the heliport would be located on a concrete, pile-supported structure formerly used for ship repair and since then partially covered with fill. This creates a stable foundation to the heliport pad. The project sponsor has agreed to comply with the recommendations of a geotechnical engineer with regard to project construction. Geologic and topographic considerations will not be discussed in the EIR.

10. <u>Water</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Substantially degrade water quality, or contaminate a public water supply?	___	<u>X</u>	<u>X</u>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	<u>X</u>	___
c. Cause substantial flooding, erosion or silation?	___	<u>X</u>	___

Reduction in quality of surface runoff from the site could occur if fuel were spilled during refueling or transport, or if the PG&E pipeline, containing diesel and residual fuel, at the eastern edge of the site were ruptured. The Environmental Protection Agency (EPA) would require the project sponsor to develop a Spill Prevention Control and Countermeasures (SPCC) Plan before permitting construction of underground fuel tanks. The project sponsor has agreed to the mitigation measure on p. 17, in order to reduce possible degradation of surface water quality. The site is covered with impervious surfaces; therefore, no additional runoff or affects on groundwater would result from construction of the project. Water-related impacts will not be discussed in the EIR.

11. <u>Energy/Natural Resources</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	<u>X</u>	___

The proposed heliport would result in an increase in helicopter traffic and slight increase in vehicular traffic in San Francisco. Helicopters use both kerosene-based jet fuel and gasoline-based standard aviation fuel. Average consumption rates vary from below 15 to above 60 gallons per hour (gph) depending on the type of craft. The project would result in an increase in fossil fuel energy consumed by aircraft and automobile traffic and for heating and electricity for heliport structures. The project would have a negligible effect on PGandE's systemwide or San Francisco peak daily or annual demands for electricity or natural gas, therefore annual and daily energy consumption curves will not be shown in the EIR. Energy will be discussed in the EIR.

12. Hazards

YES NO DISCUSSED

- a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?
- b. Interfere with emergency response plans or emergency evacuation plans?
- c. Create a potentially substantial fire hazard?

<u>X</u>	<u> </u>	<u> X </u>
<u> </u>	<u> X </u>	<u> X </u>
<u> X </u>	<u> </u>	<u> X </u>

Use of the site as a heliport would increase the risk of collision, explosion or release of flammable fuel. The heliport could effect the Potrero Power Plant operations. The project would not interfere with San Francisco's emergency response plan. The proposed facility could be of assistance to emergency operations in the event of a disaster, such as an earthquake, fire or tsunami. Hazards and safety will be discussed in the EIR.

13. Cultural

YES NO DISCUSSED

- a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?
- b. Conflict with established recreational, educational, religious or scientific uses of the area?
- c. Conflict with preservation of any buildings of City landmark quality?

<u> </u>	<u> X </u>	<u> X </u>
<u> </u>	<u> X </u>	<u> </u>
<u> </u>	<u> X </u>	<u> </u>

The project would be built on an area of recent fill. Because of the relatively recent period of deposition, this fill is not likely to contain significant archaeological resources. The project proposes a small amount of excavation (for the fuel tanks) and is not likely to disturb archaeological resources, if any exist. The project sponsor has agreed to the mitigation measure on p. 17 if any archaeological resources are found on the site.

Architectural resources will not be discussed in the EIR.

C. OTHER

YES NO DISCUSSED

Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?

X X

The Port of San Francisco would require the project sponsor to comply with the terms and conditions detailed in the lease agreement between Air Exec, Inc. and the Port. Port approval would be required on all site and construction plans. Although located near the shoreline, the site is outside of the 100-foot-wide shoreline jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC); an administrative permit could be required to construct a barrier around nearby PGandE pipelines (see Mitigation Measures on p. 17. The project would require an Airspace Clearance from the Federal Aeronautics Administration (FAA) and a Site Approval Permit and a Heliport Permit from the State Division of Aeronautics. The State requires the following information and local and federal permits prior to granting its permits: 1) a Conditional Use authorization from the City of San Francisco, 2) approval of construction plans by the San Francisco Board of Supervisors, 3) review of the site and construction plans by the Airports Land Use Committee for the San Francisco Region and the Port of San Francisco, 4) an Air Space Clearance (Form 7480-1) from the Federal Aviation Administration (FAA), 5) provision of proof of ownership and control of the site (the permittee in this case would be the Port of San Francisco), 6) State review and approval of any CEQA document determined to be required for the project. The State Division of Aeronautics would make a site visit before granting a Site Approval Permit, and a final inspection visit before issuing the Heliport (operation) Permit. The proposed underground fuel tanks would require permits from the Environmental Protection Agency (SPCC Plan) and from the Fire Marshal of the Port of San Francisco (in accordance with the San Francisco Fire Code and the San Francisco Port Commission Fire and Safety Regulations for Heliports and Helistops). The project sponsor would obtain all necessary permits before project operation. This subject will not be discussed in the EIR.

D. MITIGATION MEASURES

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>DISCUSSED</u>
1. If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
2. Are all mitigation measures identified above included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

The project sponsor has agreed to include the following mitigation measures as part of the project proposal. Other measures may be identified during subsequent environmental review and will be included in the EIR.

The project sponsor would construct a four ft. concrete barrier around nearby PGandE pipelines. A 60 ft. "clear zone" would be maintained inland of the pipelines. Automatic shut off systems on fuel tanks and pipelines in case of fuel line breakages, and sump drains to collect any spilled fuel, would be included in the project design to reduce possible degradation of surface water quality.

Archaeologic Resources

- If evidence of historic or prehistoric artifacts were uncovered at the site during construction, the sponsor would agree to: 1) require the project contractor to notify the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board; 2) require that the contractor suspend construction in the area of the discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) employ an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) implement any feasible mitigation measures identified by the archaeologic or historic consultant.

E. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below (cont.) self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<u> </u>	<u> X </u>	<u> </u>
2. Does the project have the potential to achieve short-term, to the disadvantages of long-term, environmental goals?	<u> </u>	<u> X </u>	<u> </u>
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u> X </u>	<u> </u>	<u> X </u>
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u> </u>	<u> X </u>	<u> </u>
5. Is there a serious public controversy concerning the possible environmental effect of the project?	<u> X </u>	<u> </u>	<u> X </u>

Operation of a heliport has the potential to add to cumulative effects of energy consumption, traffic in San Francisco and noise. There is public controversy concerning heliports in general because of noise and safety issues. These matters will be covered in the EIR.

F. ON THE BASIS OF THIS INITIAL STUDY:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

_____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

✓
_____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Alec S. Bash

Alec S. Bash
Environmental Review Officer

for

Dean L. Macris
Director of Planning

Date: 10/20/83

STATE AND REGIONAL OFFICES

Association of Bay Area Governments	Redevelopment Agency
Bay Area Air Quality Mgmt. District	San Francisco City Planning Commission
California Archaeological Site Survey	San Francisco Housing Authority
California Department of Transportation Business and Transportation Agency	San Francisco Committee for Utility Liaison on Construction and Other Projects (CULCOP)
California Department of Transportation Transportation Branch	San Francisco Department of Public Works
Environmental Protection Agency	Traffic Engineering Division
Fed. Aviation Admin., Western Region	San Francisco Fire Department Division of Planning and Research
Noise Control Program Office of Local Environmental Health Programs	San Francisco Municipal Railway MUNI Planning Division
Regional Water Quality Control Board	San Francisco Police Department Hall of Justice
S.F. Bay Conservation & Dev. Commission	San Francisco Public Utilities Commission
State Division of Aeronautics	San Francisco Real Estate Dept.
State Office of Intergovernmental Management (10)	

Water Department
Distribution Division

CITY AND COUNTY OF SAN FRANCISCO

Barbara May, Assistant Director
Public Utilities Commission
Bureau of Energy Conservation

Bureau of Building Inspection

Citizen's Advisory Committee
Department of Public Works

Department of Public Health
Central Office

Department of Public Works

Landmarks Preservation Advisory Board

Mayor's Economic Development Council

Office of Emergency Services

ADJACENT PROPERTY OWNERS

Pacific Gas & Electric Company

Port of San Francisco Ferry Building

NEARBY PROPERTY OWNERS

A complete list of nearby property
owners is on file at:

Department of City Planning
Office of Environmental Review
450 McAllister St.
San Francisco, CA 94102

GROUPS AND INDIVIDUALS

Bayview Merchant Association	Hanford-Freund & Co.
Bayview-Hunter's Point Joint Housing Committee	David Health
Bayview-Hunters Point Commission Coordinating Council	Beverly Hopkins
Innes Avenue Homeowner's Association	Tic Toc Restaurant
The Lower Potrero Hill Property Owners and Renters Association	Minato Electric
McKinnon Avenue Committee Club	Olive Oil's Bar & Grill
Mission Creek Conservancy	Shima Transfer
Mission Creek Harbor Assoc.	Southern Pacific
Potrero Boosters & Merchants Assoc.	Triangle Block Club
Potrero Hill Advisory Council	Willard Marine Services
Potrero Hill City Improvement Assoc.	AIA
Potrero Hill Committee Development Corporation	Bay Area Council
Potrero Hill League of Active Neighbors	Bendix Environmental Research, Inc.
Potrero Hill Neighborhood House	Brobeck, Phleger, Harrison
Potrero Improvement Council	Michael Buck
Russian Hill Improvement Association	Dale Carlson
Shafter Avenue Committee Club	Chickering & Gregory
South Park Improvement Association	Cogswell College Library
South of Market Association	Joseph Cortiz
E.O.C. Office	Calvin Dare
Telegraph Hill Dwellers Waterfront Committee	Cushman Wakefield
Allied Express	DKS Associates
Certified Express	Rita Dorst
Ken Chase Pier 46A	RB International Services
Sergio Francesschini	Downtown Association
H & H Ship Service	Michael Dyett
	Blayney-Dyett
	Environmental Impact Planning
	Environmental Planning & Research, Inc.
	The Foundation for San Francisco's Architectural Heritage

Mr. Robert Freeman
c/o Senator Maddy's Office

Friends of the Earth

Annette M. Granucci
Commercial News Publishing Co.

Gruen, Gruen & Associates

Donald Head & Associates

Jacobs Architects

Lee & Fan
Architecture & Planning, Inc.

Robert Leon, Environmental Engineer
Department of Environmental Protection
Montgomery County

Marathon U.S. Realities, Inc.

Bob Mitchell

Charles Hall Page & Associates

Pillsbury, Madison & Sutro

Planning Analysis & Development

Mrs. G. Bland Platt

Norman Reith
Bank of America

San Francisco Beautiful

San Francisco Building and
Construction Trades Council

San Francisco Chamber of Commerce

San Francisco Ecology Center

San Francisco Labor Council

San Francisco Planning and
Urban Research Association

San Francisco Tomorrow

John Sanger & Associates

Charles Sealas

Seltzer Caplan Wilkins & McMahon

Sierra Club

Steven Weicker

Wayne E. Stiefvater, President
Appraisal Consultants

Sue Hestor

Marie Zeller
Whisler-Patri

MEDIA

Potrero View

San Francisco Bay Guardian

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

Tenderloin Times

The Sun Reporter

LIBRARIES

Bayview Merchant Association

Document Library
City Library - Civic Center

Environmental Protection Agency Library

Government Documents Section
Stanford University

Government Publications Department
San Francisco State University

Hastings College of the Law - Library

Institute of Governmental Studies
University of California

Potrero Branch